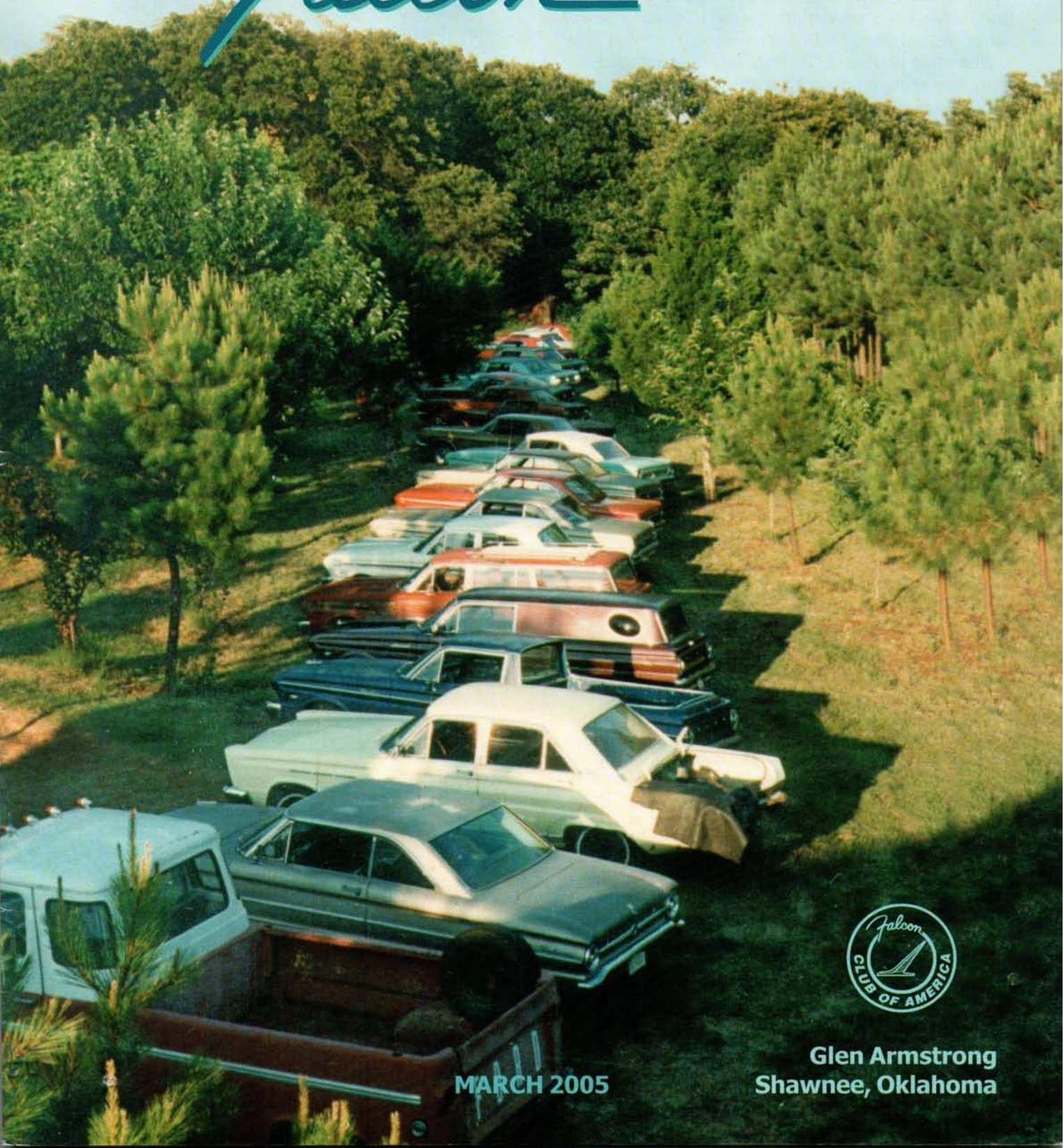


The National *Falcon* News



MARCH 2005

Glen Armstrong
Shawnee, Oklahoma

Cover—Glen Armstrong

Glen Armstrong of Shawnee, Oklahoma is a true collector—and not just of cars, although he figures he has owned more than 1500 in his lifetime! He also collects license plates, filling station equipment, movie posters and he has every issue of the Falcon National News. That is impressive, since his FCA membership number is 39!

See more photos of Glen's collections and read his story beginning on page 12 of this issue.

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THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for international members, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The **National Falcon News** is published monthly with information submitted by members. **All copy and advertising for The National Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.** Please mark "FCA" on outside of envelope. E-mail address: WCrosby62@sbcglobal.net

NOTE: The club will send a notice to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

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Regularly Scheduled Chapter Meetings

Alamo Chapter San Antonio, TX

2nd Sun.-monthly
Pig Stand, 1508 Bdw.
San Antonio TX
(210) 287-4498

Arizona Chapter Phoenix, AZ

2nd Sat. except June,
July, Aug. at Berge Ford,
460 E. Auto Center Dr.,
Mesa, AZ
(480) 888-0589

Bluegrass Chapter Louisville, KY

1st Saturday of each
month at 5:00 pm at
Shoney's, Fern Valley
Road at I-65 in Louisville.
(502) 231-8715

Blue Ridge Chapter South Carolina

3rd Sun.-monthly
Greer, SC
(864) 879-1060

Capital City Chapter Austin, TX

3rd Sat. - monthly 5 PM
(512) 832-0544

Carolinas Chapter Charlotte, NC

1st Mon.-7 PM
Fire Mountain Rest.,
Speedway Blvd off I-85
(704) 735-5077

Central California Falcons

Bakersfield, CA
1st Tuesday 7:00 PM
Sizzler's at the Ice
House, Fresno, CA, 3rd
Thursday at Bob's Big
Boy on Blackstone.
(661) 588-9468 or
(559) 298-4844

Early Falcon Car Club of Victoria, Inc.

Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat - monthly
(501) 605-1370

Gateway Chapter St. Louis, MO

4th Sun.-monthly
(636) 946-6047

Golden Gate Chapter San Francisco, CA

2nd Sat.-Odd Months
(408) 293-5848

Great Lakes Chapter Michigan

3rd Sun-bimonthly
(517) 849-7156

Hoosier Chapter Indiana

1st Sun.-monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter Mt. Pleasant, TX

3rd Sun.-monthly
(903) 572-9593

Mid America Chapter Kansas City

1st Fri.-monthly
(913) 894-5090

Mike Hi Chapter Denver, CO

3rd Fri - monthly
(303) 857-9360

Music City Chapter Nashville, TN

Monthly Meetings
Call for dates/locations
(615) 452-0321

NE Texas Chapter Gladewater, TX

2nd Sat. monthly
(903) 759-6850

Northland Falcons Minnesota

2nd Sat.-odd months
(763) 420-3050

River City Chapter Sacramento, CA

2nd Tue.-monthly
(916) 725-4110

So-Cal Falcons Burbank, CA

2nd Saturday—
bimonthly
(818) 845-9725

Sonoma County Santa Rosa, CA

1st Thurs.-monthly
(707) 539-2860

Southeast Chapter Georgia

1st Sun.-monthly
(770) 887-6268

Space City Chapter Houston, TX

2nd Sat - monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(281) 920-0145

Virginia Falcons Richmond, VA

2nd Sat. even months
(804) 226-4791

Wheat State Chapter Wichita, KS

1st Sat. even months
(316) 838-7487

President's Message

I would like to thank Wendy and all of the other officers who worked so hard on the recent changes to our Newsletter and the process used to get it to you each month. Just another example of why the FCA is the greatest car club around.

The biggest part of the change that will save the FCA lots of money each month is bulk mailing. Although it may take a bit longer to receive the newsletter, production has been pushed up to compensate. The great thing about this is that even when the newsletter has more pages, like this month's 24 page issue, the cost for mailing is the same! Plus lots more color for no extra cost!

Please help us by letting Wendy know when you receive your newsletter and by keeping your address updated with Ruby. That way you won't miss any issues. Remember that this is basically a volunteer effort—give us a few months to iron out the process and keep us posted on the delivery.

As you enjoy this month's Newsletter, what better time to plan for your trip to this year's National? Get it on your calendar, reserve your vacation time, and make your hotel reservations. What better way to spend a little quality time with the family than to plan next year's vacation? Think about the people and places you would like to see on the way to and from the Nationals. Make a list of the things you need to do to the old Falcon in preparation for the big adventure. And, while everyone else would like to see your Falcon we know it is not always possible, so don't let that stop you from coming and enjoying the event.

And don't forget to send in your registration, as many of you who have hosted one of these events, it is always good to get the early registrations—you may even get your hotel room FREE!

Remember, we Falcon Folk love all Falcons, so give it your best and drive it, tow it, or push it, but do plan on attending this year's FCA Nationals. If you can't drive, no problem—fly, the sooner you make your airlines reservations the lower the price.

California Here We Come!

Steve & Carol



1521 Dogwood Drive
Conyers, Georgia
Phone: 770-761-6800
Fax: 770-761-5777

Business Hours:
Tues.-Fri.: 8:30-5:30
Saturday: 8:30-4:00
Closed Sunday & Monday



VEHICLE HISTORY

Before we get into the step-by-step power brake conversion process, some history is appropriate.

I have owned my Rangoon Red 1963 Ford Falcon Futura two door hardtop, since 1964.

This vehicle was originally factory ordered by my brother, configured with 260 V8 2-V engine, Ford-O-Matic two speed automatic transmission, manual steering, manual drum brakes, and 13 inch steel wheels with 650 x 13 tires.

Evolutionary changes have been incorporated in the 40 years since then. The current configuration of my Falcon principally includes the following:

The engine is 289 cubic inches and is configured as described:

- Ford Motor Sport A302 block, 289 crankshaft & connecting rods
- 351C flat top pistons
- 351C-2V "Cleveland" cylinder heads
- 260 degree Competition Cams camshaft with hydraulic lifters
- B&A aluminum intake manifold
- Holley 600 cfm 4-V vacuum secondary carburetor, modified for driveability
- Auxiliary electric fuel pump
- MSD 6A multi-spark CD ignition
- The engine with its compression ratio of 8.7/1 was

intentionally built to operate on regular grade fuel. (The initial version of this engine, which I had built myself in 1986, was written about in the Falcon News around that time.)

- Four core "desert cooler" radiator and seven blade 17 inch stainless steel flex fan
 - C4 three speed "Cruise-O-Matic" automatic transmission obtained from a 1972 Mustang rebuilt and modified for somewhat higher RPM shifting points whilst having the PRND21 pattern valve body. The transmission is controlled by a floor-mounted shifter that was obtained from a 1972 Pinto. (The Pinto straight handle type shifter accommodates the Falcon's front bench seat.)
 - Rear axle assembly, 8¾ inch Chrysler type, obtained from a 1969 Plymouth Barracuda but modified with re-drilled bolt circles to match Ford's 5 on 4 ½ inch centers typical of V8 built Falcons and other Ford vehicles.
 - Trunk mounted fuel tank "U" shape protection bar
 - Front and rear springs replaced with heavy-duty types.
 - Re-positioned front A frames
 - 15 x 6 inch steel wheels (obtained from a 1972 Lincoln Mark IV) fitted with 205-65R x 15 tires
 - Front disc brakes, Kelsey Hayes 4 piston caliper early Mustang type, with NON-power dual master cylinder of 1 inch bore originally installed approximately in 1966
- Now for the Power Brake installation:

POWER BRAKE RETROFIT

A power brake kit consisting of booster and dual master cylinder had been available for the early Falcons that was stated to fit on the engine compartment firewall in place of the an original Falcon, non power, "fruit jar" type brake unit. However, at the time I decided to upgrade my Falcon to power boosted brakes, this kit was no longer advertised in the Falcon News as it had been a few years ago.

Nonetheless, I checked with a company that had formerly advertised it, but I became doubtful of its installation viability. This is because of the extremely confined space under the spring tower's welded brace and the 289 engine's bulkier 351C cylinder head of the V8 engine that is in my Falcon.

Though I used to work on my Falcon some years ago, I have since taken to engage professional help—particularly for this power brake retro-fit project. In this case, I had my long time friend, master mechanic and fabricator, Al Fitting, of Al's Automotive in Grass Valley, CA. come up with a solution, which he then implemented.



Al Fitting, master mechanic

Al proposed a different approach than one would typically expect.

From my point of view, I did not want to have the engine or its parts removed and/or the spring tower brace cut away for the sake of accommodating the installation of a new power brake system. Also, maintenance of such an installation seemed like it would be similarly convoluted.

Since there is a generally available "garden variety" power brake assembly consisting of a small 7 inch single diaphragm booster in combination with a cast iron

"Corvette style" dual master cylinder, it was decided to go with this choice. One can see these assemblies typically



advertised in the Street Rodder magazine by any number of companies. I ordered mine from Kugel, located in southern California. When placing the order, the decision had been made to specify the 1 inch bore master cylinder version to keep the same brake pedal travel as the non power brake master cylinder. It should be appreciated that the "Corvette style" master cylinder is



New dual master and booster—pipe side



Master plugs and booster plunger

—continued on page 8

Classified Advertising

Falcons For Sale

FALCONS FOR SALE:

1963 Ranchero 289 Manual 3 spd \$500
 1964 Futura H/T 6 Auto \$800
 1965 Futura H/T 8 New Interior, needs
 6 cyl. motor, body work and paint \$1500
 1965 Futura H/T body only 8 auto \$800
 1965 Futura H/T 8 Auto \$1000
 1965 Futura H/T bare body; solid, straight,
 Pinto front end, shock towers removed ...
 \$800
 1964 Futura H/T body very straight, no
 rust, all inside areas, outside primed and
 ready to paint \$2500
 Don Branson, 636-228-4501 or
jbranson@mail.win.org. MO.



1962 Falcon Station Wagon. 200 cubic engine,
 6 cylinder, 3-speed automatic. New interior
 and outer paint job 5 years ago; red and white
 inside and out. R134A Air conditioning. Great
 condition. Reliable daily ride for past 4 years.
 \$6,500. Brent Hock, 817-477-2929 or
brent.hock@americredit.com. Arlington, TX.

1963 Falcon 4 door sedan. Turquoise body,
 white top. Very good condition original car
 (not a restoration project). 83,000 original
 miles. Purchased from fellow FCA member,
 history well documented. \$3000 OBO.
 J. Bennett, 773-255-8553 or
bennettjn@aol.com. IL.

1962 Falcon Futura 2-door sedan. White with
 bucket seats, brown interior, console, padded
 dash, 170 6 cyl auto, 128,000 mi. Good
 restoration candidate. Asking \$1500 OBO.
 Contact Phil or Claudia Pitko at 269-665-
 4385 after 4 PM or 269-369-7217. MI.

1962 Ford Falcon, 6 cylinder 4 door stick
 shift. Body in good shape, needs TLC. In
 storage 20 years. Asking \$2000. Robert
 Ellison, 352-493-7328. Chiefland, FL.

1963 Falcon Futura convertible 170 cubic 6
 cylinder four speed. Excellent body and paint.
 Body redone in 1998 The car is all original, all
 chrome, etc. in excellent condition. Bench
 seats are faded but not ripped or torn. \$8000.
 For additional info, contact Ron Schubach,
shuppy@wekz.net or 608-897-4067. WI.

1963 Falcon Futura 2 door sedan. Fender
 skirts, Bucket Seats, 260 V8, Auto
 Transminson, Restored 4 Years ago.
 \$5500. OBO. Pictures Available. Harry
 Horton, 856-235-3731. 200 Garnet Ave., Mt
 Laurel, NJ 08054.



1963 Falcon 2 Door Sedan 3rd owner 32,400
 actual miles. 144 cu in 6 cyl Automatic. Beige
 Exterior Blue Interior Bench Seat Always
 garaged, no rust anywhere. Looks really sharp
 after 41 years & runs great! Asking \$5500.
 Matthew Bonnoront, 419-753-2118 eves.
 after 9:00 pm EST or mkmm@nktelco.net
 New Knoxville, OH, 30 miles SW of Lima.

1963 Falcon Sprint Hard Top. White with
 blue interior. 5.0 with 4 BBL., AOD, dual
 exhaust, front disc brakes, P/S. Rust free.
 \$4000. Separate factory A/C available for
 \$600. Contact Jim at 925-449-0465 or
jstorm63@sbcglobal.net. Livermore, CA.

1963 Falcon Convertible. Recent complete
 restoration with black rust-free body, white
 top, original near-perfect red bucket seat
 interior. 289 4bbl. carb. V-8, C-4 auto. Looks
 original, but many mechanical improvements
 for drivability. \$22,500 OBO. Call Dave at

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: ' 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to WCrosby62@sbcglobal.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
 IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

801-731-1232 or jdborn837@msn.com for details and pictures. Utah.

1964 Ford Falcon 2 door convertible. Hardly driven, original mileage: 64,417. Original 260 Engine, blueprinted in 1992. Four on the floor. Convertible top replaced in 2001. Seat belts added in 1998. \$25,000 OBO. Colleen White, 904-249-2598. Pictures available upon request. Jacksonville, FL.

1965 Rancheros. One V-8 deluxe, a Southwestern car since new. Unrestored, but an easy project that runs great, \$4650. Another 1965 with the 200 six cylinder engine. Standard transmission and exterior trim. Local show winner, \$6250. Or, a great package deal of \$10,000 for the pair. Larry, 480-483-2555. Scottsdale, AZ.



1965 Falcon Ranchero Deluxe, with one off Camper constructed by original owner who was a cabinet maker/home builder. Very well built, very unique, comes with custom built lift jacks. Original C code 289 V8, auto, 75K original miles, body is fairly straight but floors are rusty and bottom edges of body have rust etc., tops of fenders hood and roof have surface rust. Seat upholstery, dash, glass and all trim are good, needs carpet. Many new parts, brakes, cooling and fuel systems etc. 14" painted magnum 500 wheels. \$1950 OBO. MUST SELL! Cory Voyles, 913-362-0834, or mercman66@sbcglobal.net. KC.

1966 Ford Ranchero pickup. 6 cylinder, automatic, good mechanical condition, restored 10 years ago. Asking \$3000. Robert Ellison, 352-493-7328. Chiefland, FL.

1969 Falcon Futura 2 door sedan 200/6CYL. \$2500 OBO. Ken Goble, 828-464-8365. Conover, NC.

Falcons Wanted

1964 or 1965 Ranchero or Sports Coupe wanted. Looking for a very nice car with the large six cylinder engine and an automatic transmission. It doesn't have to be a perfect "show car" but I'd like one that's really exceptionally nice. Please call Larry in Scottsdale, Arizona at 480-483-2555 or ljay@myexcel.com.

Looking for a 1969 Falcon Futura station wagon or 1965 Futura station wagon. Something driveable that needs work. Michael Murphy, 716-883-3689 or 112 E. Delavan, Buffalo, NY 14208.

Parts Wanted

Wanted: Complete power steering unit for 1965 Falcon Sprint. Gerald Doherty, 972-880-2300. Ennis, TX.

Parts wanted: bucket seats for 1965 Falcon or 1964-'65 Mustang. Pete 978-874-2601, or cobramx1@yahoo.com. MA.

Seeking complete set of side body molding for 1964 Sprint 2 door hard top. I am looking for a NOS set or a re-anodized set. Contact Steve at SteveWT324@aol.com or 562-595-1876. Long Beach, CA.

1963 Falcon Deluxe 2 door wagon parts. They must be in excellent condition either NOS or used: front bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc. Keith Litteken 11394 Revere Ln. St. Louis Mo. 63128-1416. 314-351-1789 or kslitteken@aol.com.

Parts For Sale

Falcon steel wheels - seven black powder-coated fourteen inch - five bolt Falcon steel wheels. Cost is \$15.00 each plus shipping. Contact Bob at 412-653-6216 or bkeib@greggservices.com. PA.

2 NOS 1964-65 Falcon front fenders. Factory Ford stencil parts #'s still visible. No holes were drilled for moldings. Each were lightly painted outside before storing. Red factory primer still shows inside. I can deliver to the Columbus Ohio Ford Super Swap first weekend of April or ship at additional charge.

I have digital pix to send. \$225. for passenger side as there is a ding near the top at cowl area. \$250. for driver's side. Call Bob, 330-533-9657 from 6-11PM EST or RK807@zoominternet.net. OH.

1965 Falcon Grille, good shape. \$150. Pete 978-874-2601 or cobramx1@yahoo.com. MA.

1964 Falcon Futura rear roof pillar to quarter panel chrome mouldings. Part no. C4DB-62517-31AL.H. and C4DB-62517-30AR.H. These parts are in beautiful condition with no pitting and original chrome. \$50. plus shipping. Ask for Steve at 425-355-5522 or Falconman1@verizon.net.

Bench seat for 1964-65 Falcon sedan or Ranchero \$50. Richard, 562-947-5976. Whittier, CA.

1963½ Falcon Futura Convertible Parts. Front Bumper \$25; Windshield wiper motor and mounting bracket \$30; black steering wheel \$10; L&R front windows \$40; L&R rear windows \$20; L&R door handles and internal mechanisms \$50; L&R front vent window frames \$30; L&R front windows w.o. upper pivots \$15; L&R internal door trim \$10; Dash chrome trim L&R \$15; Rear internal upholstered and metal panels \$20; L&R internal top and bottom chrome trim for door panels \$15; Convertible top front metal seal strips \$5; Convertible top rear retention strip \$5; Four brake sets \$30; Red and Black interior door pulls \$10 each pair; Trunk deck lid springs \$5; Interior fiber panels, good for pattern only pay shipping and handling. Other miscellaneous -'64 Falcon rear bumper \$25; Galaxie tail light buckets and lenses \$10; Drew or Charlie Stahr. 985-871-8045 LA Gulf Coast.

-continued on page 10

**Stay Updated—Especially Important Now
With New Bulk Mailing Rate...**

Newsletter will NOT be forwarded!

Is your address changing?

Need to renew your membership?

Not receiving your newsletter?

**Please address all membership concerns and
questions to Ruby Throgmorton, Corresponding Secretary. Find her address in
every issue of the Falcon National News or email: RubyRTFCA@aol.com.**

Please DO NOT send address changes to the Editor.

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also available with larger bore sizes and is made with brake line fittings on both sides; (plugs are supplied for the side not used). It also does not include any built-in residual valves. The power booster and cast iron master cylinder assembly weighs about 15 lbs.

But this assembly is way too long to fit between the fire wall and spring tower—even if the bulkier engine heads and tower brace were not an issue.



Booster bracket



Close-up of booster bracket 3 point mount



Booster bracket, rear view

Al decided to fabricate a custom bracket from $\frac{1}{4}$ inch thick cold roll steel for locating and mounting the assembly with three bolts onto the front of the driver's side spring tower.

This approach may be viewed as a form of remote brake system, but it is much simpler, less expensive, and less bulky than the Midland-Ross master-to-slave hydraulic type that was Ford factory employed in the 1955–1957 Thunderbird cars.

The brake pedal arm within the car's interior was connected via a long $\frac{1}{2}$ inch diameter custom made push rod to the booster. Al sealed the rod passage through the firewall by fabricating a metal flange arrangement machined with a groove to accept the rubber bellows seal meant for the original Falcon "fruit jar" master cylinder.



Push rod bellows seal



Firewall flange and seal



Firewall bellows and sw



Brake push rod to booster



Brake push rod, interior left



Brake push rod, interior right

—continued on page 20

Classified Ads (con't)

1963 Falcon NOS: 6 cyl. exhaust manifold \$175; hood hinges, do not take springs, \$50 pair; gas cap, driver quality, \$30; V8 arm and bushing \$175; V8 arm and bushing \$175; Fender top ornament, driver quality, \$95 pair; quarter molding \$140. ea. Many more. Frank G. Stewart, 440-282-6277. OH.

289 High Performance "K" Motor. It is disassembled, one crank bearing is bad. Approximately cost to repair and reassemble \$1,500. For the motor, as is, from air cleaner to pan, \$2,500. Call for information: Larry Drager 209-365-0498 or Lance Drager 209-815-0035 or ldrager@comcast.net. CA.

1964-65 Falcon parts: 1965 Futura dash plastic set for plating \$85; hardtop door windows \$20 ea.; tailgate window regulator \$20; 1964-65 rear bumper brackets \$35 pair; left bumper bracket \$20; hood hinges \$15 ea.; 1963-65 heater motor \$15 ea. Shipping extra. Don Lehman 863-816-9464 or Judy_Lehman@yahoo.com. Kathleen, FL.

1963 Falcon hardtop interior for sale. Includes bucket seats, rear seat, center

console, arm rests and door panels. All in good, reupholsterable shape. \$700. Visit <http://www.cinidesign.com/interior> to see pics online. Call Michael Cini at 818-989-4487, or mse@cinidesign.com. Van Nuys, CA.

New brake shoes \$25., wheel cylinders \$20., fuel pumps \$45., duals \$25., single shocks \$30. pair; oil pumps \$40.; ball joints \$35.; brake hardware kits \$10.; water pumps \$35; spark plug wires \$15.; e-brake cables, ask Donald Nowak, 3280 Lakeshore, Blasdell, NY 14219. Call 716-824-2292.

Brand new aluminum GT40 small block cylinder heads \$995. a pair. 347 STROKER runs 12.45 @ 109 mph in a 1963 Falcon wagon, motor only \$4,800. C4 trans in same car \$1000. NOS carburetor C1DE-9510-B \$225. NOS 1960 Falcon parts. Much more. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

1962 Falcon 4 door parts. Body parts, transmission, all kinds of parts. Perry Lee, 860-568-1829. CT.

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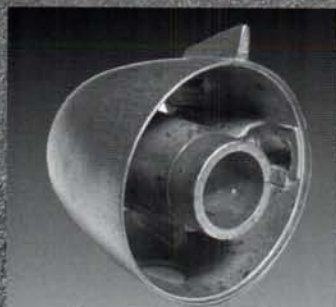
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Convention Hotel Raffle

really appreciate any information from fellow FCA members. Abe Hendrix, 934 Tomlinson Ln., San Jose, CA 95116. 408-259-4505.

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Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721 3077 or Alex@books4cars.com 513-312-8799 or falconwagon62@yahoo.com.

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20 acres of trees, fish ponds and cars...

Glen Armstrong (FCA #39) grew up on a farm and in the oil fields of Oklahoma. His father was in the trucking business, and Glen writes, "I got started collecting early, when they had cable tool rigs, then diesel rotary drilling rigs." After high school, he went to Oklahoma State and studied diesel engines. After two years in the Army, he married his wife, Faye, and worked as a mechanic at a Ford dealership in the fifties. When the dealership moved, he went to work for a Chevrolet dealership before he went to work at Tinker Air Force Base, retiring with 28 years and his military time.

Glen and Faye raised three children, who are adults now and raising their own families.

"All this time, I was collecting and redoing cars and selling them, mostly to kids who wrecked them because their Dad was paying for them. I would buy them back and sell them for parts and make more profit than the first time I sold them!"

He still has a Mustang that his son drove in high school and college and for a while afterward—it has over 235,000 miles on it. He still drives it to Houston to visit his son and his family!

Glen has 20 acres of "trees, fish ponds and cars." He has sold all his salvage and has about 20 cars left that he is keeping; mostly Falcons, Fairlanes, Comets and Mustangs out of about 1500 cars in all that he has owned.

Glen also has an antique filling station with three lanes and old gravity flow gas pumps, oil pumps, and oil cans. He also has car posters, car parts, almost all of the Oklahoma license plates since 1915, all the US Bicenten-

nial plates, Oklahoma Indian tribe tags, juke boxes, Coke boxes, wooden ice boxes, potbelly stoves and pictures of airplanes from the Kitty Hawk to the B2 bomber.

This is in addition to movie posters of over 150 of his favorite stars from the 1920's to the 70's.

Glen sold his wife's 1965 Falcon about three years ago to Terry Carlson of the Sooner State Chapter. It had over 458,000 miles on it! Glen, his wife and kids drove their first Falcon for over 30 years.

For a while, his favorite Falcon for attending National and Regional Meets was a 1965 maroon V8 Sedan Delivery, which he bought when it was three years old with 144,000 miles on it. He rebuilt everything and drove it until it had 461,000 miles when he sold it with the original motor and transmission. He says "it was still running good."

Glen belongs to the Sooner State Chapter and has saved all issues of the National Falcon News. He attended all the National Meets until a few years ago when he needed kidney dialysis. After being on a transplant list

Oklahoma Collector



Glen's current favorite driver.



The interior of the "filling station."



Note the gasoline prices...

for four years, four months and four days, his prayers were answered and he received a kidney that was a perfect match from a car accident victim in Texas. That will be nine years ago in April of 2005 and Glen writes that he's "doing great, thank God."

He belongs to several car clubs and has been to many National Meets in Hershey, PA, Las Vegas, Scottsdale, Carlisle, Detroit, Springfield and many more.

"I have met many good friends that like cars and Roy Sword is one of the best. Thanks to all the hard working people that keep the Falcon Clubs growing."



Top Loader TECH TIPS

So you're searching for a Top-Loader for your Falcon?

Someone tells you that a friend of a friend has one for sale and it will fit right into your Falcon. Or, you are at a swap meet and there is a nice looking Top-Loader, you know, that "Bullet Proof" four speed transmission that will take all the flat shifting you can give. The guy selling it tells you, "No Problem, it will fit".

Well now you have the information to be sure. All you need is the tag number and the ID chart at right to make sure you have the correct unit.

Submitted by Bruce Wolfe, Head Tech Advisor

Got a Tech Tip you want to share with Falcon owners? Or maybe you're looking for a specific type of technical information? Drop a note to the Editor at the address on page 2.

FOUR SPEED TOPLOADER ID CHART - 1964 to 1966

Tag #	Year	Vehicle	Engine	Ratio	Comments
HEH-A	1964	Mustang	260		Before 12/30/64
HEH-B	1964	Meteor	289-2V		
HEH-C	1964	Mustang	289	Wide	25 Spline
HEH-D	1964	Galaxie	390	Close	28 Spline
HEH-E	1964	Meteor, Fairlane, Sunbeam Tiger	289-4V		25 1/2" Trans
HEH-G	1964	Mustang	260, 289		25 Spline Before 8/20/64
HEH-H	1964	Galaxie	427		
HEH-J	1965	Galaxie	390	Close	
HEH-L	1965	Fairlane	289	Wide	Before 12/1/64
HEH-M	1964	Falcon	289-2V	Wide	Before 10/1/64
HEH-N	1965	Fairlane	289	Close	
HEH-P	1964	Mustang	289	Wide	25 Spline From 8/20/64 to 12/30/64
HEH-R	1965	Galaxie	427	Close	
HEH-S	1964	Mustang	289	Close	Before 8/20/64
HEH-T	1964	Mustang	289	Close	
HEH-AM	1966	Galaxie	427	Close	
HEH-AR	1966	Fairlane	390	Wide	
HEH-BL	1965	Galaxie	390	Close	
HEH-BN	1965	Fairlane	289	Wide	After 12/1/64
HEH-BP	1964	Falcon	289	Wide	
HEH-BR	1965	Mustang	260, 289	Wide	
HEH-BS	1965	Falcon	289	Wide	From 2/1/65
HEH-BT	1965	Mustang	289		From 2/1/65
HEH-BV	1966	Fairlane, Falcon	289	Wide	
HEH-BW	1966	Mustang	289	Wide	
HEH-BX	1965	Mustang	289, 289K	Close	From 10/1/64
HEH-CF	1965	TVR, Griffit		Wide	
HEH-CB	1965	Galaxie	427	Close	
HEH-BY	1965	AC Cobra	427	Close	
HEH-CC	1965/66	Galaxie	390	Wide	
HEH-CG	1966	Galaxie	428	Close	
HEH-CL	1966	Fairlane	390 GT	Wide	
HEH-CJ	1967	Fairlane	427	Close	

Calendar of Events

APRIL 17, 2005

Fitchburg 35th Annual Flea Market and Car Show. Located at the Fitchburg, MA airport, Sunday, April 17, 2005, 8 AM-2 PM. Rain or shine. Take Route 13 from Route 2. The site is 13 miles west of I-495. Admission \$5, children free. 20x20 space, all outdoors. \$25. Toy vendors welcome. Make checks payable to: Early Ford V8 Club, N.E., c/o 4983 Jericho St., White River Junction, VT 05001. Necessary calls only please, V8 hotline at 781-272-1114 or dharrigan@rcn.com.

MAY 27-28, 2005

The Gateway Chapter will host a regional convention over Memorial Day weekend, May 27-28 2005, in St. Louis, MO. These dates allow an extra day for travel on the Monday holiday. The event will be held at the Holiday Inn Westport. We will have a night at the ballpark and watch the National League Champion St. Louis Cardinals take on the new (as yet unnamed) Washington team. More information will be forthcoming. For information www.gatewayfalcons.com or email info@gatewayfalcons.com or phone 314-645-7082.

JULY 14-17, 2005

26th Annual Falcon National Convention, hoisted by the Pacific Region Chapters in San Ramon, California. Info: Ray Johnson, 707-546-8082 or www.westcoastfalcons.com/national.htm.

AUGUST 12-13, 2005

Mason Dixon Chapter Third Annual Regional Meet, Comfort Inn Conference Center, Edgewood, Maryland.

SEPTEMBER 11, 2005

33rd Annual Ty-Rods Old Timers Reunion. Application at www.ty-rods.com. New location, Prowse Farm at the foot of the Blue Hills, Canton, MA. www.prowsefarm.org. Route 93 (128) to Exit 2B. parking \$5. Admission \$10. Children under 12 free. 9:00 AM to late afternoon. Over 1200 Pre-1973 Hot Rods and Customs. Info: 508-393-4446 or tyrods_oldtimers@lycos.com.

Steering Box Tech Tip

Does your steering wheel have a little play? When the car is at rest and you tap the steering wheel right or left with one finger does it move freely an inch or more both ways? I have a quick fix for you; adjusting the sector shaft screw on the top of the steering box. This information is in the shop manual, but they talk about inch pounds torque and other difficult to measure specs. I learned this from a cantankerous truck mechanic in Army Auto Shop class.

Jack up the front to get the weight off both front wheels. Loosen the nut on the top of the steering box which has a screw protruding from the top of it. Hold the screw with a screwdriver while loosening the nut as a reference point for where it was set when you started. As your partner in the car slowly moves the steering wheel back and forth about half a turn each way, you will be turning the sector shaft screw to the right (clockwise). The screw will probably feel loose; slowly turn it clockwise to where it is tight (stops). While holding the screw in a spot just a bit before it stopped turning freely, tighten the nut down and you are done. Note: If the screw was tight already; your loose system problem is elsewhere. —Reprinted from the Mason Dixon newsletter

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After FCA events, such as Regionals or the Annual National Convention, we not only miss all of the Falcons, but we miss our fellow club Members, whether they are old friends made at past events, or new Falcon friendships just made. You exchange email addresses and/or phone numbers; you mean to stay in touch, but our busy lives always get in the way or we just lose that little piece of paper with the contact information.

A computer program has been created just for you, the Ford Falcon Owner! It is called "The Falcon's Nest...Your Online Garage." This chat client program, created by the Global Communications Network, has been tailored by FATNFAST Productions, to better suit your needs.

Simply download and install the program, and it automatically places an icon on your desktop.

Whenever you feel like talking to fellow members or other Ford Falcon enthusiasts, just one click and you are there! This program features voice and video conferencing, file transfer capabilities, picture sharing, private messaging, and program email.

The only cost for this program is your time, your knowledge, and willingness to share it, your eagerness to learn, and your friendship. NO monetary donations will be accepted.

This program also contains The Falcon's Nest Forum. In this part, the forum categories are broken down into subcategories, making for easy recognition of topics being discussed. Granted, there are all kinds of forums out there, but, in addition to the forum, this program has every option you need to interact with other Falcon owners and enthusiasts.

So, please visit Loco4Fomoco.com to download this awesome tool and keep the thrill alive!

Install, register, fill out your online profile and we'll see you in The Falcon's Nest!
—Rick DeVito



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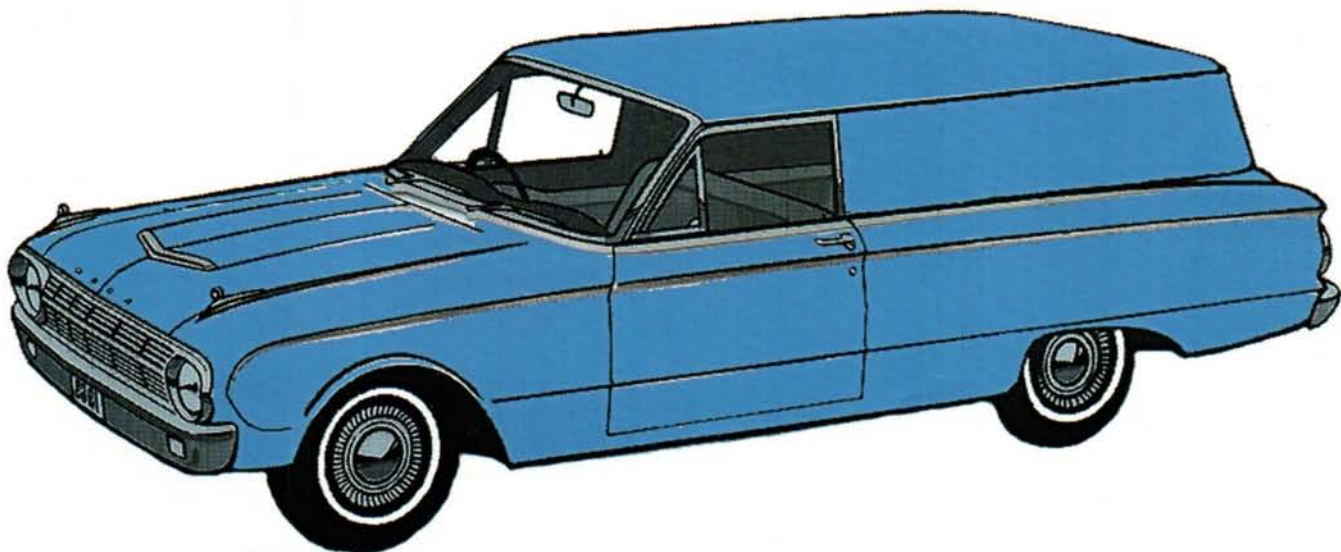
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Tech Tips – Ford Falcon Production Figures

This series detailing Ford Falcon Production Figures, compiled by Al Aiello, was started in the January 2005 issue.

NOTE: This information has been obtained from various sources and cross-checked when possible. Although it is thought to be reliable, a person considering a Falcon based on its rarity should conduct his or her own research.

1964—The Falcons received a facelift in 1964. The “new” Falcons reflected the *Total Performance* image with their new styling. A more aggressive pony car style was used on the 64 Falcon models.

The *Futura* series was continued in 1964 and represented the top trim level for Falcons. *Futura* upgrades include a chrome horn ring; rear arm rests with ash trays; a set of horns; special hubcaps; *Futura* emblems inside and out; chrome side window treatments; stainless front and rear window trim; anodized aluminum exterior trim pieces; and unique chevrons at the rear quarter panels.

The *Sprint* models included basic *Futura* trim pieces and a special chrome engine package, unique wood-like steering wheel, tachometer, and unique *Sprint* badges and emblems. Sprints could be had with bucket seats and a console in the front, or bench seats all around.

1964—United States

MODEL	BODY CODE	SERIAL CODE	UNITS
2 Door Sedan	1	62A	36441
2 Door Sedan Dlx	1	62D	28411
4 Door Sedan	2	54A	27722
4 Door Sedan Dlx	2	54D	26532
2 Door HT Futura (Bucket)	11	63C	8322
2 Door HT Futura (Bucket)	11?	63H	285
Note: No console in this model.			
Convertible—Futura (Bucket)	12	76B	2980
2 Door HT Sprint (Bucket)	13	63D	10001
2 Door HT Sprint (Bench)	13	63D?	3829
Note: Bench seat with no console in this model.			
Convertible Sprint (Bucket)	14	76D	3652
Note: 626 of these were built with bench seat and no console.			

Convertible Futura (Bench)	15	76A	13220
4 Door Sedan Futura	16	54B	38032
2 Door HT Futura (Bench)	17	63B	32608
2 Door Sedan Futura (Bench)	19	62B	16621
Note: 212 of these were Sport models with bucket seats and console.			
2 Door Wagon	21?	59A	6034
Note: There is confusion as to whether Deluxe versions were available.			
4 Door Wagon	22	71A	17779
4 Door Wagon Dlx	24	71B	20697
4 Door Wagon Squire	26	71C	6766
Ranchero Standard	27	66A	2516
Ranchero Deluxe	27	66B	7400
Note: 235 of the Deluxe models had bucket seats.			
Sedan Delivery Standard	29	78A	678
Sedan Delivery Deluxe	29	78B	98

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Ford Falcon Production Figures – Tech Tips

Compiled by Al Aiello
Continued from February 2005 issue

1965—The 1965 Falcons retained the same basic body styles as the 1964 models. Exterior trim treatments and other minor revisions were the basic visual changes.

One noteworthy difference on the Futura models in 1965 was the use of stainless steel side trim. The stainless trim is easier to work with and more forgiving to scratches and polishing when compared to the anodized aluminum trim from 1964.

Other important changes included new engine and transmission choices. For the first time, the 289 cubic inch V-8 motor was available, along with the Cruise-O-Matic Transmission. The 289 engine in stock form had 200 horsepower. The Cruise-O-Matic offered 3 forward automatic gears for the first time in a Falcon.

The Falcon Sprints and Convertibles were produced in lesser numbers this year. Only 300 Sprint Convertibles and 2,806 Sprint Hardtops were sold in 1965. Unlike previous editions of the Sprints, the 1965 versions did not have special chrome, unique steering wheel or a tachometer as standard equipment. Can you guess why?

The Falcon would not be the same after 1965 and this was largely due to the introduction of Ford's new best selling car, the wildly successful Ford Mustang. Lee Iacocca and Ford marketed the new Mustang as a re-skinned Falcon and saved millions of dollars in the process.

1965 would be the last year the Sedan Delivery models would be offered. The Sedan Delivery models never sold in high numbers, and today they are quite rare and have become one of the most collectible of Falcon models.

The "Futura" line and basic models from the previous year were offered. Although the 1964 and 1965 Falcons have a different style than their 1960–63 predecessors, they were all based on the same vehicle and viewed as a similar grouping of vehicles.

1965—United States

MODEL	BODY CODE	SERIAL CODE	UNITS
2 Door Sedan	1	62A	35858
2 Door Sedan Dlx	1	62A	13825
4 Door Sedan	2	54A	30186
4 Door Sedan Dlx	2	54D	13824
2 Door HT Futura	17	63B	24451
2 Door HT Futura (Bucket)	17	63B	1303
Note: No console in this model			
Convertible Futura (Bucket)	12?	76B	124
2 Door HT Sprint (Bucket)	17	63D	2806
2 Door HT Futura (Bench)	17	63B	1303
Convertible Sprint (Bucket)	14	76D	300
Convertible Futura (Bench)	15	76A	6191
4 Door Sedan Futura	16	54B	33985
2 Door Sedan Futura (Bench)	19	62B	11670
2 Door Wagon	21	59A	4891
4 Door Wagon	22	71A	14911
4 Door Wagon Futura	24	71B	12548
4 Door Wagon Squire	26	71C	6703
Ranchero Standard	27	66A	1815
Note: 16 of these had bucket seats			
Ranchero Deluxe	27	66B	8724
Note: 990 of the Deluxe models had bucket seats.			
Sedan Delivery Std	29	78A	537
Sedan Delivery Dlx	29	78B	112
Econoline Station Bus	?	E-11	7689
Note: 573 of these were extended versions Econline.			
Club Wagon	?	?	3813
Econline Dlx Wagon	?	?	2259

—Continued in April 2005 issue

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—continued from page 9



Installed unit and bracket



Installed unit, new brake lines

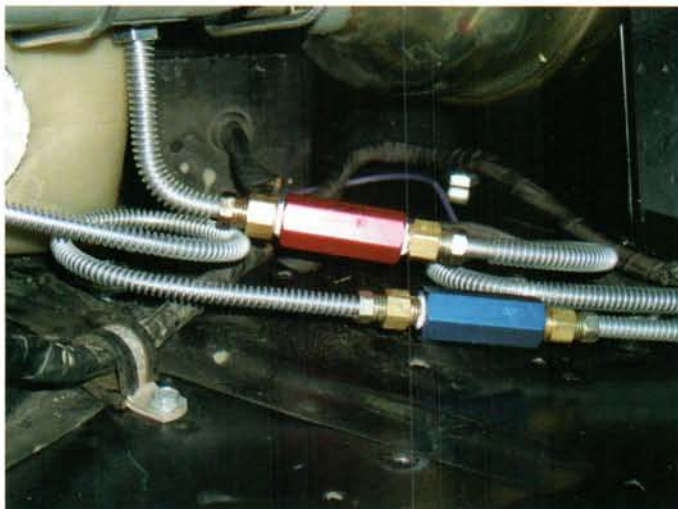


Installed unit, top view

The new "Corvette style" master cylinder (which does not include built-in residual valves) was plumbed with new $\frac{1}{4}$ inch brake lines and a Wildwood brand 2 lb. residual valve for the front disc brake circuit. This is because it had been determined that too much brake pedal travel was required before application of the pads to the rotors took place with the Kelsey Hays 4 piston calipers used in my Falcon. Likewise, a Wildwood brand 10 lb. residual valve was required for the rear drum brake circuit.

The Falcon uses a hydraulic brake light switch. This switch was included in a brass brake line block common to the front disc brake circuits.

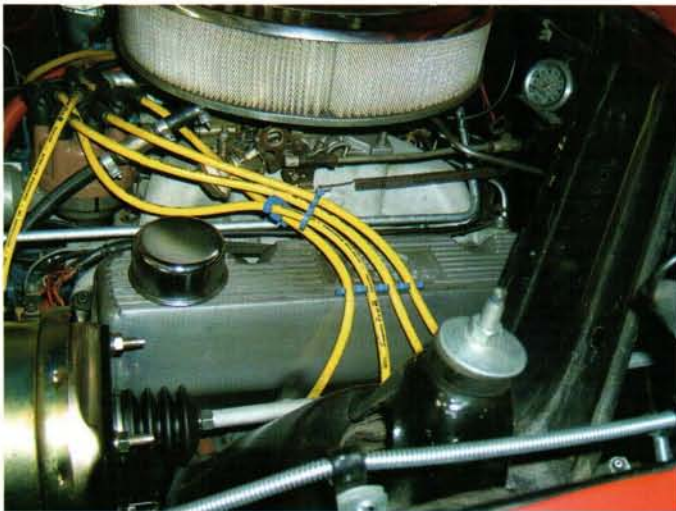
Al also replaced the original $\frac{3}{16}$ brake lines with $\frac{1}{4}$ inch lines that go to the rear brakes. According to books



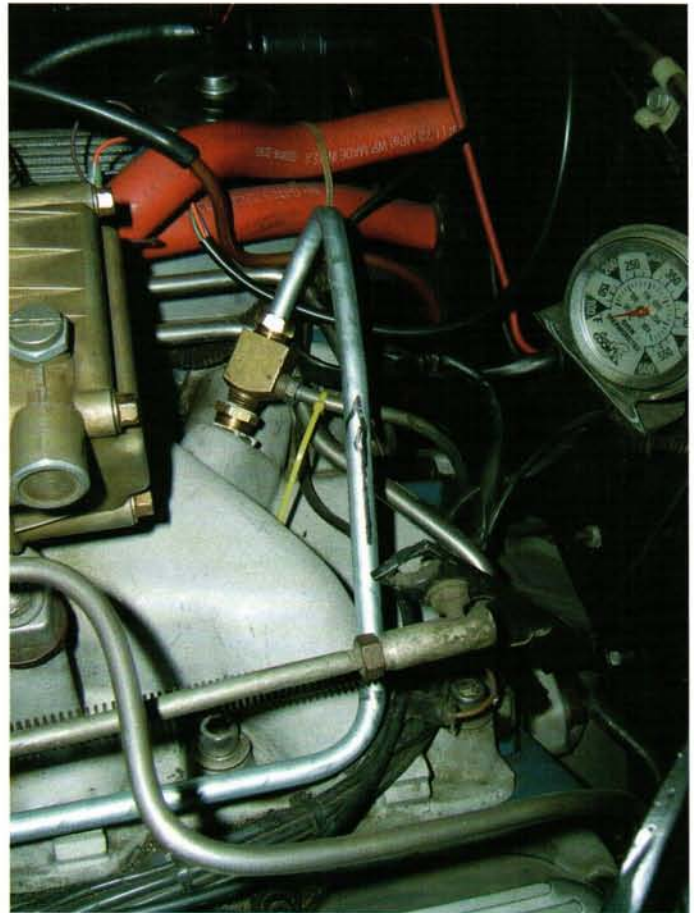
Residual valves



Installed unit and vacuum line



Metal vacuum line



Vacuum fitting manifold

about brakes, a larger diameter brake line will reduce the flow resistance of the brake fluid.

During hard braking application a proportioning valve is typically meant to prevent rear wheel "lockup" when front discs are employed with rear drums. This is in part due to the rear drum self-servo effect that is not characteristic in disc type brakes. The proportioning valve is placed in the rear brake circuit path.

My prior non-power disc brake system did not have such a valve, and there was a tendency for the rear drums to apply with more force than the front discs, particularly noticeable during hard braking application. However, during typical braking application, the rear drums' self-servo characteristics helped to somewhat reduce the pedal effort required to stop the car.



New quarter inch brake line to rear

—continued on page 22



Left rear quarter inch brake line



Rear axle brake lines



Engine compartment with power brake master cylinder

The new power brake system at this time still does not have a proportioning valve.

Though one can still invoke a rear wheel "lockup" condition during hard braking, it appears to be very controllable as both rear wheels grip similarly, thus the tendency for the rear of the car to swerve under such conditions is minimized.

A reason to not install a proportioning valve at this time is to first establish an empirical need. Since the rear tires' tread - though good - on my Falcon appear to be of a fairly hard rubber compound, I prefer to first replace

them with a "stickier" tire (like the tires mounted on the front wheels) before final judgment is made for installing the valve.

With my particular engine providing 14 inches of vacuum at idle, jumping to 18 inches just above idle, my Falcon is now as much a pleasure to stop as to drive with its 7 inch vacuum booster providing just the right amount of effortless stopping ability—yet without so much boost that otherwise would be devoid of "feel" or be too "touchy" in application.

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Additionally, this kit uses a smaller, lower profile caliper that allows the use of most factory 14 inch

wheels. All disc brake kits come with detailed instructions, and will require custom lines to be run from the master cylinder to the calipers.

Part #DBO102 converts factory 4 lug to 5 lug.

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The Back Page—Thayne Louden



Two weeks after attending the 2004 Overland Park Nationals, I drove, along with my friends, Jerry and Angela Farrier, and their daughter, son-in-law, and granddaughter to the great Mount Rushmore National Monument in the Black Hills of South Dakota, for a four day tour of the area. Jerry and Angela drove their nice 1967 Fairlane 500 convertible, their extended family drove a Dodge Durango, and I drove my 1965 Ranchero.

We were fortunate enough to rent a cabin for our stay, which was just a few miles from the Rushmore Monument. On the way to the area, we drove through the Badlands, and during the stay, took in Sturgis—just a couple of weeks before the bikers event. We also visited the Crazyhorse Monument, Deadwood, South Dakota and spent a couple of days just driving through the scenic environment. We had more rainy weather than we had hoped for, but it was very enjoyable to be touring among all of the “modern” vehicles, and keeping pace with them.

In June, we will join the annual Nebraska Rod and Custom Association’s two day, 600 mile tour of the back

roads of Nebraska. This will be the fourth time on the tour for me—and is always a great weekend. This is a premier driving event for any 26 year or older vehicle, and usually draws in excess of 300 vehicles. It is well organized, and we make stops in small “host” communities who have doughnuts, coffee, juice, fruit, and donation containers. NRCA also arranges for escort vehicles to assist any breakdowns during the trip. This organization’s primary goal is to lobby legislation that may be detrimental to the old car hobby. It is a very social, family-oriented event.

I need to credit my friend, Jerry, with providing a lot of help, knowledge, and a shop where I assisted him in all of the work it took to get my Ranchero on the road. Without him, it would likely still be stored in the corn crib that I pulled it out of in 2001. Now, I have logged over 13,000 miles, to three National Meets, two Regional Meets, and many other local events. The Ranchero is very reliable, and a pleasure to drive on frequent runs to Dairy Queen on warm summer evenings for ice cream.

Submitted by Thayne Loudon
Fullerton, Nebraska